

(1)

**County Facilities Committee - Airport**  
**Department of Public Works**

**AGENDA**

**March 31, 2015 – 10:15am**

Committee Members: *GIRARD, Wood, Conover, Monroe, Seeber, Strough, Westcott*

- I. Committee Meeting Call To Order.....** Chairman Girard
- II. Motion to Approve Minutes of Prior Committee Meeting.....** Chairman Girard
- III. Action Agenda/New Business**
- | <u>Page</u> |  |                 |
|-------------|--|-----------------|
| -           | Request to address committee.....                                  | Thomas Clements |
|             | Rationale: Dedicate road name                                      |                 |
| 2           | Grant App – EA & Prelim Eng. for R/W 1-19 Ext. Phase III .....     | Ross Dubarry    |
|             | Rationale: FAA Grant to advance project                            |                 |
| 5           | Inc. Capital Project – H306 R/W 1 Ext. EA.....                     | Ross Dubarry    |
|             | Rationale: Local share for grant                                   |                 |
| 6           | Grant App – Land/Easement Acq. R/W 30 App – Phase II .....         | Ross Dubarry    |
|             | Rationale: FAA Grant to purchase land & easements                  |                 |
| 9           | Grant App – R/W 30 End Obst. & R/W 12-30 PAPI Design.....          | Ross Dubarry    |
|             | Rationale: FAA Grant to mitigate obstruction hazards               |                 |
| 11          | Grant App – Acq. Snow Removal Equip & ARFF Gear.....               | Ross Dubarry    |
|             | Rationale: FAA Grant to replace existing equipment                 |                 |
| 14          | Misc – Authorize Chairman to execute revised State contract.....   | Ross Dubarry    |
|             | Rationale: Adjustment for final quantities on ARFF Bldg. Expansion |                 |
| 16          | Misc – Authorization to execute CATEX.....                         | Ross Dubarry    |
|             | Rationale: Federal NEPA process for crack sealing project          |                 |
- IV. Referral/Pending Items**
- NYSDOT grant agreement – Airport Fuel Farm Upgrades
  - Establish Capital Project – Airport Fuel Farm Upgrades
  - New Contract – McFarland Johnson: Fuel Farm Design, Bidding, Inspection Services
- V. Information for Discussion/Review**
- | <u>Page</u> |  |
|-------------|--|
| -           | Soil contamination update at new airport restaurant site                 |
| -           | Final tree removal for RWY 1 approach – complete                         |
| -           | Wildlife mitigation and firearms safety training scheduled for 4/24/2015 |
- VI. Privilege of the Floor to discuss any additional items to come before the Committee**
- VII. Motion to Adjourn**

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Attachments

- 17 CATEX for airport crack sealing and repair project

# ***RESOLUTION REQUEST FORM NO. 20***

## ***MISCELLANEOUS***

***\*Please List All Other Requests Not Covered by Previous Resolution Request Forms Here.  
Please attach any backup information available and be as detailed as possible.***

**DEPARTMENT NAME: Airport**

**DATE: March 31, 2015**

- (a) Purpose of Request:  
**Authorization to name the Queensbury Avenue North Gate Driveway, John Michaels Way, at the request of the Glens Falls Pilots and Owner's Association, in honor of John Michaels a deceased prominent Angel Flight Pilot**
  
- (b) Details:
  
  
  
  
  
  
  
  
  
  
- (c) Previous Resolution Number:
  
  
  
  
  
  
  
  
  
  
- (d) Where are the Funds (if required)? List Budget Code, Object Code, Full Title\* and Amount:

**Sample: A.8021 470 Planning & Community Development – Contract**

**\* as listed in budget and LOGOS**

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**RESOLUTION REQUEST FORM NO. 5**

**Request to Apply for a Grant Application and Grant Agreement**

**DEPARTMENT NAME: DPW - Airport Division**

**DATE: 03/31/2015**

(a) Purpose of Grant: **RWY 1/19 Extension EA & Preliminary Engineering Phase III**

(b) Name of Grantor: **FAA / NYSDOT**

(c) Address of Contractor: **159-30 Rockaway Blvd, NYADO Jamaica, New York 11434**

(d) Grantor's Contact Person and Telephone Number: **Mr. Otto Surani, Acting NYADO Manager (718) 995- 5771**

(e) Has or Will the Grant Application or Grant Agreement be provided, if so, Please Attach? **Grant application will be provided**

(f) Effective Date of Grant: **When executed**

(g) Termination Date of Grant: **When complete**

(h) Total Dollar Amount Involved (not to exceed): **\$600,000**

(i) Deadline to Submit Grant Application and/or Grant Agreement:

(j) Is a Budget amendment required? **No** If yes, also complete and submit Form No. 7.

(k) Are the funds to go into a Capital Project or Capital Reserve Project? **Yes** If yes, also complete and submit Form No. 8 or Form No. 9, as applicable.

(i) Is a Local Share Required? **Yes** If Yes, Where are the Funds? List Budget Code, Object Code, Full Title\* and Amount **OR** Capital Project **OR** Capital Reserve Project Number and Title and Amount: **A.9950 910 Interfund Transfers - \$30,000**

Sample: A.1010 470 Legislative Board – Contract \$xx.xx  
Capital Project No. H289.9550 480 – Old Jail Renovations \$xx.xx

\*as listed in budget and LOGOS

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**PART IV PROGRAM  
NARRATIVE** *(Suggested  
Format)*

**PROJECT :** Environmental Assessment for Runway 1-19 Extension – Phase III

**AIRPORT :** Floyd Bennett Memorial Airport

**1. Objective:**

The project is for planning, design, permitting, and mitigation services required to complete an Environmental Assessment (EA) for the extension to Runway 1-19 and the parallel taxiway. This project will include the following tasks and are expected to conclude the EA process:

- Out of scope work tasks completed in Phases I and II of the EA
- Updates to the Purpose and Need, Alternatives, Affected Environment, and Environmental Consequence chapters of the EA to incorporate additional studies and surveys (i.e., marsh delineation, wetland delineation, T&E species survey, storm water analysis, glide slope antenna modeling)
- Completion of a focused SEQR EIS document
- Additional public participation efforts
- Additional EA report documents (i.e., Preliminary, Draft, and Final EA)
- Preliminary design (to 30% completion)
- Geotechnical subsurface investigation and design
- Wetland permitting, and mitigation design
- Stormwater analysis and design

**2. Benefits Anticipated:**

The runway extension is needed to provide the required length for current and anticipated aircraft traffic. This project will also allow for a parallel taxiway extension to Runway 1-19 and will enhance safety at the airport.

**3. Approach:** (See approved Scope of Work in Final Application)

Draft Scope of Work attached

**4. Geographic Location**

Floyd Bennett Memorial Airport is located three nautical miles (6 km) northeast of the central business district of Glens Falls, in the town of Queensbury.

**5. If Applicable, Provide Additional Information:**

**6. Sponsor's Representative:** (include address & telephone number)

Mr. Ross V. Dubarry  
Airport Manager  
Floyd Bennett Memorial Airport  
443 Queensbury Avenue, Suite 201  
Queensbury, NY 12804  
(518) 792-5995

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Time Sensitive Tasks for Floyd Bennett EA Phase III

<b>Wetlands</b>	<b>\$20,275.00</b>
Timeframe: spring – early fall	
Includes additional wetland delineation, a single delineation report, and one site visit with regulatory agencies to confirm the additional delineated boundaries and jurisdictional statuses of the wetlands	
<b>Marl Fen</b>	<b>\$4,000.00</b>
Timeframe: June	
C&S portion includes additional marl fen delineation, download of gps field points, and completion of field data sheets	
NYNHP portion includes site visit to assist in additional marl fen delineation and confirm delineated boundaries	
<b>Rare Plants</b>	<b>\$1,800.00</b>
Timeframe: May and June	
NYNHP to survey for small white ladyslipper and elk sedge in and around existing marl fen patches	
<b>Northern Long-Eared Bats</b>	<b>\$5,000.00</b>
Timeframe: Mid-May to Mid-August	
Includes coordination with USFWS for sign off on locations to set up monitors and conducting survey	
<b>TOTAL</b>	<b>\$31,075.00</b>

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**RESOLUTION REQUEST FORM NO. 9**

***Request to Increase or Decrease or Amend Existing Capital Project or  
Capital Reserve Project\****

***\*If this is the result of a grant award, also complete and submit Form No. 5 or 6***

**DEPARTMENT NAME: DPW - Airport Division**

**DATE: 03/31/2015**

- (a) Exact Title and Number of Project\*: **H303.9550 280 Environmental Assessment / Preliminary Engineering Runway 1 Extension**
- (b) Is this a Capital Project? **Yes**
- (c) Is this a Capital Reserve Project? **No**
- (d) Amount of Increase (if applicable): **\$30,000**
- (e) Amount of Decrease (if applicable):
- (f) Source of Funding (if Increase) (including name & title of codes, etc.):  
**A.9950 910 Interfund Transfers**
- (g) Changes in Funding (if Amendment):
- (h) Purpose of Increase or Decrease or Amendment: **Local share for Phase III of the project**

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## RESOLUTION REQUEST FORM NO. 5

### *Request to Apply for a Grant Application and Grant Agreement*

DEPARTMENT NAME: DPW - Airport Division

DATE: 03/31/2015

(a) Purpose of Grant: **Land/Easement Acquisition (RWY 30 Approach - Phase II)**

(b) Name of Grantor: **FAA / NYSDOT**

(c) Address of Contractor: **159-30 Rockaway Blvd, NYADO  
Jamaica, New York 11434**

(d) Grantor's Contact Person and Telephone Number: **Mr. Otto Surani,  
Acting NYADO Manager (718) 995- 5771**

(e) Has or Will the Grant Application or Grant Agreement be provided, if so, Please Attach? **Grant application will be provided**

(f) Effective Date of Grant: **When executed**

(g) Termination Date of Grant: **When complete**

(h) Total Dollar Amount Involved (not to exceed): **\$1,120,000**

(i) Deadline to Submit Grant Application and/or Grant Agreement:

(j) Is a Budget amendment required? **No** If yes, also complete and submit Form No. 7.

(k) Are the funds to go into a Capital Project or Capital Reserve Project? **Yes** If yes, also complete and submit Form No. 8 or Form No. 9, as applicable.

(i) Is a Local Share Required? **Yes** If Yes, Where are the Funds? List Budget Code, Object Code, Full Title\* and Amount **OR** Capital Project **OR** Capital Reserve Project Number and Title and Amount: **A.9950 910 Interfund Transfers - \$56,000**

Sample: A.1010 470 Legislative Board – Contract \$xx.xx  
Capital Project No. H289.9550 480 – Old Jail Renovations \$xx.xx

\*as listed in budget and LOGOS

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**PART IV**  
**PROGRAM NARRATIVE**  
*(Suggested Format)*

**PROJECT :** Land/Easement Acquisition (RW 30 Approach) - Phase II

**AIRPORT :** Floyd Bennett Memorial Airport

**1. Objective:**

This project consists of the second phase of the land acquisition or avigation easements over multiple parcels (3 separate owners) associated with obstruction removal within the Runway 30 approach at the Floyd Bennett Memorial Airport. Amicable agreements have been reached with each parcel owner during Phase I (Technical Support Services) of the project. Phase II of this project consists of the actual land purchase or the air rights over the subject parcels. The affected parcels are identified in attached sheet.

**2. Benefits Anticipated:**

Off-airport obstructions are known to exist in the RW 30 approach surface and RPZ. Lowering, removal, or marking & lighting of these obstructions will require land acquisition and/or easements from the associated parcel owners prior to any construction. Completion of this project will allow these and other obstructions to be removed from the listing of Hazards to Air Navigation and will further enhance airport safety by controlling development and preventing incompatible activities within the Runway Protection Zone and the approach surface to Runway 30. Phase II of this project consists of the actual land purchase or the air rights over the subject parcels. This project obtains the rights to mitigate obstructions and will allow the Sponsor to maintain the growth of natural vegetation and restrict the erection of any structures or objects within the area.

**3. Approach: (See approved Scope of Work in Final Application)**

Draft Scope of Work (Attached)

**4. Geographic Location:**

Floyd Bennett Memorial Airport is located three nautical miles (6 km) northeast of the central busines district of Glens Falls, in the town of Queensbury.

**5. If Applicable, Provide Additional Information:**

The land / easement acquisition parcels have been included on the ALP and submitted to the FAA as a pen-and-ink change, identified as change "E". The airport property map will be revised upon completion of land interests.

**6. Sponsor's Representative: (include address & telephone number)**

Mr. Ross V. Dubarry  
Airport Manager  
Floyd Bennett Memorial Airport  
443 Queensbury Avenue, Suite 201  
Queensbury, NY 12804  
(518) 792-5995



**RESOLUTION REQUEST FORM NO. 5**

***Request to Apply for a Grant Application and Grant Agreement***

**DEPARTMENT NAME: DPW - Airport Division**

**DATE: 03/31/2015**

(a) Purpose of Grant: **Runway 30 End Obstruction Mitigation & Runway 12-30 PAPI Installation (Design)**

(b) Name of Grantor: **FAA / NYSDOT**

(c) Address of Contractor: **159-30 Rockaway Blvd, NYADO Jamaica, New York 11434**

(d) Grantor's Contact Person and Telephone Number: **Mr. Otto Surani, Acting NYADO Manager (718) 995- 5771**

(e) Has or Will the Grant Application or Grant Agreement be provided, if so, Please Attach? **Grant application will be provided**

(f) Effective Date of Grant: **When executed**

(g) Termination Date of Grant: **When complete**

(h) Total Dollar Amount Involved (not to exceed): **\$80,000**

(i) Deadline to Submit Grant Application and/or Grant Agreement:

(j) Is a Budget amendment required? **No** If yes, also complete and submit Form No. 7.

(k) Are the funds to go into a Capital Project or Capital Reserve Project? **Yes** If yes, also complete and submit Form No. 8 or Form No. 9, as applicable.

(i) Is a Local Share Required? **Yes** If Yes, Where are the Funds? List Budget Code, Object Code, Full Title\* and Amount **OR** Capital Project **OR** Capital Reserve Project Number and Title and Amount: **A.9950 910 Interfund Transfers - \$4,000**

**Sample: A.1010 470 Legislative Board – Contract \$xx.xx  
Capital Project No. H289.9550 480 – Old Jail Renovations \$xx.xx**

\*as listed in budget and LOGOS

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**PART IV PROGRAM  
NARRATIVE (Suggested  
Format)**

**PROJECT : Runway 30 End Obstruction Mitigation and Runway 12-30 PAPI Installation (Design)**

**AIRPORT : Floyd Bennett Memorial Airport**

**1. Objective:**

This project is required to mitigate on-airport property FAR Part 77 obstructions that were identified in the "Obstruction Evaluation of FAR Part 77 - Objects Affecting Navigable Airspace" report prepared by C&S Engineers, Inc, dated January 2002 to the existing Runway 30 end. In addition, the trees also penetrate the Runway End Siting Surface (C&S 2009) based on the existing threshold as well as the TERPS and departure surfaces. The project specifically includes removing approximately 11 acres of trees located on off airport properties currently being acquired by the Sponsor in fee simple or by avigation easements. Removal methods will vary and include many of the following techniques: clearing in environmentally sensitive areas with no ground disturbance, upland clearing, clearing and grubbing with site grading and leveling, brush removal, and individual tree removal. Several obstruction lights will be installed to light fixed structures that cannot be removed or lowered. Landscape improvements will be required as part of the EA mitigation requirements for aesthetic and noise/light concerns.

This project will also include installation of new Precision Approach Path Indicators (PAPI) on Runway ends 12 and 30 to provide a safe glide angle over fixed objects which remain in the approach surface. The PAPI system provides visual approach slope guidance. The light signals are beneficial in aiding the pilot of an aircraft to determine the correct glide slope. The presence of fixed remaining objects in the approach area may present a serious hazard if an aircraft descends below the established glide path. The PAPI installation will include concrete foundations, power and control cables in conduit, site restoration and electronic system installation. The PAPI installation project is consistent with the most recent ALP and shown as project #3-4.

It is not expected that runway threshold displacements will be required and that fixed obstacles can be mitigated with the proposed PAPI. This will require FAA Flight Standards approval upon receipt of the VGSI mitigation request form to be completed by our Consultant during design.

Total Cost Breakdown		FAA Share
PAPI	\$10,000	\$ 9,000
Obstruction Removal	<u>\$70,000</u>	<u>\$ 63,000</u>
Total	\$80,000	\$ 72,000

**2. Benefits Anticipated:**  
C&S Engineers, Inc. completed a Runway End Siting Surface (RESS) obstruction study in 2009. This study identified off airport obstructions to the RESS for both Runway 12 and 30 ends. In addition, the airport was recently notified by the FAA FPO of numerous 20:1 obstacles requiring immediate attention. The County is currently acquiring the necessary land rights to remove the off-airport obstructions. This obstruction mitigation project will bring the airport one step closer to becoming in compliance with the FAA regulations pertaining to imaginary surfaces, thereby increasing the safety to airport users.

**3. Approach: (See approved Scope of Work in Final Application)**  
  
Draft Scope of Work attached

**4. Geographic Location**  
  
Floyd Bennett Memorial Airport is located three nautical miles (6 km) northeast of the central business district of Glens Falls, in the town of Queensbury.

**5. If Applicable, Provide Additional Information:**

**6. Sponsor's Representative: (include address & telephone number)**  
  
Mr. Ross V. Dubarry  
Airport Manager  
Floyd Bennett Memorial Airport  
443 Queensbury Avenue, Suite 201  
Queensbury, NY 12804  
(518) 792-5995

**RESOLUTION REQUEST FORM NO. 5**

***Request to Apply for a Grant Application and Grant Agreement***

**DEPARTMENT NAME: DPW - Airport Division**

**DATE: 03/31/2015**

(a) Purpose of Grant: **Acquire Snow Removal Equipment (Multi-Function Sweeper & Plow) and ARFF Gear**

(b) Name of Grantor: **FAA / NYSDOT**

(c) Address of Contractor: **159-30 Rockaway Blvd, NYADO Jamaica, New York 11434**

(d) Grantor's Contact Person and Telephone Number: **Mr. Otto Surani, Acting NYADO Manager (718) 995- 5771**

(e) Has or Will the Grant Application or Grant Agreement be provided, if so, Please Attach? **Grant application will be provided**

(f) Effective Date of Grant: **When executed**

(g) Termination Date of Grant: **When complete**

(h) Total Dollar Amount Involved (not to exceed): **\$675,000**

(i) Deadline to Submit Grant Application and/or Grant Agreement:

(j) Is a Budget amendment required? **No** If yes, also complete and submit Form No. 7.

(k) Are the funds to go into a Capital Project or Capital Reserve Project? **Yes** If yes, also complete and submit Form No. 8 or Form No. 9, as applicable.

(i) Is a Local Share Required? **Yes** If Yes, Where are the Funds? List Budget Code, Object Code, Full Title\* and Amount **OR** Capital Project **OR** Capital Reserve Project Number and Title and Amount: **A.9950 910 Interfund Transfers - \$15,500; A892.00 Reserve, Airport Repair & Projects - \$18,250**

Sample: A.1010 470 Legislative Board – Contract \$xx.xx  
Capital Project No. H289.9550 480 – Old Jail Renovations \$xx.xx

\*as listed in budget and LOGOS

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**PART IV  
PROGRAM NARRATIVE**  
(Suggested Format)

**PROJECT :** Acquire Snow Removal Equipment (Multi-Function Sweeper & Plow)

**AIRPORT :** Floyd Bennett Memorial Airport

**1. Objective:**

This project generally involves the purchase of a Multi-function Sweeper & Plow. The Sweeper & Plow will be an MB5 mid-mount broom compact multi-tasking snow removal vehicle from MB Companies, Inc., or approved equal. See attached manufacturer's catalog cut. This project will also acquire ARFF equipment generally including one chainsaw, SCBA, and 2 sets of personal proximity gear.

**2. Benefits Anticipated:**

This vehicle will replace the 1987 Self Propelled Sweeper per the FAA part 139 Airport Certification Inspection. The piece of equipment is 27 years old and is becoming difficult to maintain and operate and its reliability is questionable. The existing sweeper is well beyond its 10-12 year normal life expectancy. Attached is a copy of the letter of correction recommendations from the 2013 FAA part 139 Certification Inspection Report. The equipment replacement recommendation is included at the end of the report. This project will preserve the safety and efficiency of the Airport. During snow conditions, we have found that the use of a broom is the most effective way to clear grooved runway surfaces without requiring costly and environmentally unfriendly deicing solutions. The single high speed runway sweeper/broom with front plow is a critical piece of equipment during winter snow removal operations. This piece of equipment will replace the existing sweeper and one plow truck. See # 5 for continuation.

**3. Approach: (See approved Scope of Work in Final Application)**

Scope of work for SRE acquisition technical services is attached.

**4. Geographic Location:**

Floyd Bennett Memorial Airport is located three nautical miles (6 km) northeast of the central business district of Glens Falls, in the town of Queensbury.

**5. If Applicable, Provide Additional Information:**

The ARFF equipment will replace equipment that is at the end of its service life and is required by Part 139. The FAA Safety Inspector has noted that the equipment requires replacement to remain in compliance with requirements.

**6. Sponsor's Representative: (include address & telephone number)**

Mr. Ross V. Dubarry  
Airport Manager  
Floyd Bennett Memorial Airport  
443 Queensbury Avenue, Suite 201  
Queensbury, NY 12804  
(518) 792-5995



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## **RESOLUTION REQUEST FORM NO. 20**

### **MISCELLANEOUS**

***\*Please List All Other Requests Not Covered by Previous Resolution Request Forms Here.  
Please attach any backup information available and be as detailed as possible.***

**DEPARTMENT NAME: DPW - Airport Division**

**DATE: 03/31/2015**

- (a) **Purpose of Request: To authorize the Chairman of the Board to execute a revised State Contract Schedule A-1 for 2012 ARFF Building Expansion project.**
- (b) **Details: This revision will adjust the State Contract amount for a final Change Order and allow for State reimbursement to the County and project closeout.**
- (c) **Previous Resolution Number: 304 of 2012**
- (d) **Where are the Funds (if required)? List Budget Code, Object Code, Full Title\* and Amount: N/A**

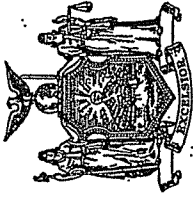
**Sample: A.8021 470 Planning & Community Development – Contract**

**\* as listed in budget and LOGOS**

Contract T033259

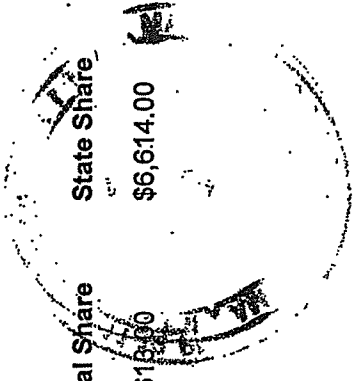
Grantee: County of Warren

Airport: FLOYD BENNETT MEMORIAL



Revised Schedule A-1(a)

PIN	Project Description	Estimated Total Cost	Federal Share	Local Share	State Share
1903.87	Acquire Easement for RW 30 RPZ & Approaches (Easement & Land Acquisition); Five Parcels -- Survey/Prenegotiation Activities; Expand Aircraft Rescue & Fire Fighting Building (461 Sq Ft) - (Construction) REVISED SCHEDULE A-1(a) INCREASES GRANT FUNDING BASED ON FAA Amendment #1 DATED 03/10/2015	\$264,549.00	\$251,322.00	\$6,614.00	\$6,614.00



Maximum State Share Payable\* \$6,900.00

Accepted by

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

\* The State share payable under this Agreement is 50% of the non-federal share of the eligible costs. In accordance with the separate federal grant referenced herein, the federal share shown above may be increased administratively, upon request of the grantee based on increases in eligible costs, to a maximum of 15%. If and when the federal share increases, the State share shall be increased proportionately, without further amendment to this Agreement, up to the maximum amount shown above.

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**RESOLUTION REQUEST FORM NO. 20**

**MISCELLANEOUS**

***\*Please List All Other Requests Not Covered by Previous Resolution Request Forms Here.  
Please attach any backup information available and be as detailed as possible.***

**DEPARTMENT NAME: DPW - Airport Division**

**DATE: 03/31/2015**

- (a) Purpose of Request: **To authorize the Airport Manager to execute a Federal Categorical Exclusion (CATEX) form.**
- (b) Details: **This environmental document is the Federal environmental approval process for a future pavement crack sealing and repair project anticipated for 2016.**
- (c) Previous Resolution Number: **N/A**
- (d) Where are the Funds (if required)? List Budget Code, Object Code, Full Title\* and Amount: **N/A**

**Sample: A.8021 470 Planning & Community Development – Contract**

**\* as listed in budget and LOGOS**

**APPENDIX A. DOCUMENTED CATEX**

Airport sponsors should use this form for projects eligible for a categorical exclusion (CATEX) that have greater potential for extraordinary circumstances or that otherwise require additional documentation, as described in the Environmental Orders (FAA Order 1050.1E and FAA Order 5050.4B).

To request a CATEX determination from the FAA, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and consult with the FAA Environmental Protection Specialist about the type of information needed. Complete this form and send it with any supporting environmental resource documentation to the appropriate FAA Airports Division/District Office. The form and supporting documentation should be provided in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, to allow sufficient time for review. The CATEX cannot be approved until all information/documentation is received and all requirements have been fulfilled.

It is ultimately the sponsor's responsibility to ensure that all of the information necessary for the FAA to make an environmental determination is accurate and complete.

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**Name of Airport, LOC ID, and Location**

Floyd Bennett Memorial Airport (GFL), 443 Queensbury Avenue, Warren County, New York (see attached Figure 1).

**Project Title**

Airport Pavement Crack Repair and Sealing (Design and Construction)

Provide a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDs, changing flight procedures, and designating or developing haul routes, new material or expanded material sources, staging or disposal areas). Attach a sketch or plan of the proposed project. Photos can also be helpful.

This project will consist of crack sealing and repairs on existing airport pavements as needed. This may include both runways, all taxiways and aprons. A pavement walkover will be completed during the design phase of the project to develop repair details and map out all necessary locations. Not all pavements may warrant repairs and some may be excluded for future rehabilitation project(s). Pavement repairs may consist of joint sealing, asphalt mill and fills, and isolated pavement removal and replacement. In all cases, it is expected that the existing crushed aggregate base course will remain and pavement repairs will be within the asphalt/concrete pavement matrix only.

The Airport is committed to a pavement maintenance program to increase the useful service life of all airfield pavements. Recently, some of the cracks have developed to a point where they cannot be sealed by normal routine maintenance efforts and require a greater degree of effort. Due to the extreme temperatures experienced at Floyd Bennett Memorial Airport, a more significant degree of maintenance methods as well as typical crack sealing need to be employed to improve the airfield pavement performance.

The proposed project will not result in a change in airport operations. As a result there will be no change in population growth or movement, demands for public services, or changes in business or economic activity as a result of this project. The existing conditions within the footprint of the proposed project consist of existing paved surfaces and therefore does not contain significant ecological resources such as wetlands, streams, or habitat for rare plants and animals.

Design of the proposed project is expected to begin in August 2016. Construction of the proposed project is expected to begin in August 2017 and be completed by December 2017.

Provide a brief, but complete, description of the proposed project area. Include any unique or natural features within or surrounding the airport property.

The proposed project is located entirely within the boundary of the Floyd Bennett Memorial Airport property. Specifically, the proposed project areas consist of existing paved surfaces, including runways, taxiways, and aprons located on airport property.

Identify the appropriate CATEX paragraph(s) from Order 1050.1E (paragraph 307-312) or 5050.4B (tables 6-1 and 6-2) that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

310e

The circumstances one must consider when documenting a CATEX are listed below along with each of the impact categories related to the circumstance. Use FAA Environmental Orders 1050.1E, 5050.4B, and the Desk Reference for Airports Actions, as well as other guidance documents to assist you in determining what information needs to be provided about these resource topics to address potential impacts. Indicate whether or not there would be any effects under the particular resource topic and, **if needed**, cite available references to support these conclusions. Additional analyses and inventories can be attached or cited as needed.

**304a. National Historic Preservation Act (NHPA) resources**

Projects that have the potential to cause effects on historic properties require a Section 106 finding in order to meet the requirements of the NHPA regardless of the type of NEPA document being completed. Check with your local Airports Division/District Office to determine if a Section 106 finding is required. Consultation with the State Historic Preservation Officer/Tribal Historic Preservation Officer (SHPO/THPO) may be required, and should be conducted through the FAA.

	YES	NO
<p>Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic and/or cultural resources located therein.</p> <p>Based on a review of the National Register of Historic Places online database there are two historic places identified in the Town of Queensbury. The historic sites (Sanford House and the Stower, Asa House) are located on Ridge Road which is northwest of the Airport and is not located within or adjacent to the proposed project.</p> <p>Based on a review of the National Park Service online database there are no National Historic Landmarks located within the vicinity of the Airport.</p> <p>The proposed project is taking place upon existing paved surfaces and would not effect historic or cultural resources.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project area previously undisturbed? If yes, provide more information.</p> <p>The project area includes existing paved surfaces which would have been disturbed during their original construction.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO may be required.</p> <p>There are eleven federally-recognized Indian tribes located in New York. Based on a review of EPA Region 2 Indian Program Map, none of these tribes are located within the vicinity of the Airport.</p> <p>The proposed project is taking place upon existing paved surfaces on airport property and would not impact tribal land or land of interest to tribes.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**304b. Department of Transportation Act Section 4(f) and 6(f) resources**

	YES	NO
<p>Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1E) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance.</p> <p>Since no publicly owned parks, recreation areas, or wildlife and waterfowl refuges of national, state, or local significance or land from a historic site of national, state, or local significance will be impacted by the proposed project, there will be no impacts to Section 4(f) resources.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will project construction or operation directly or constructively “use” any Section 4(f) resource? If yes, describe the nature and extent of the use and/or impacts, and why there are no prudent and feasible alternatives. See Desk Reference Chapter 7.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**304c. Natural, Ecological, or Scenic Resources**

This section covers a broad range of categories from farmlands to endangered species to coastal resources to wild and scenic rivers. Items to consider include:

Coastal Resources	YES	NO
<p>Will the project occur in or impact a coastal zone as defined by the State’s Coastal Zone Management Plan (CZMP)? If yes, discuss the project’s consistency with the State’s CZMP. Attach the consistency determination if applicable.</p> <p>The Airport is not located within a designated coastal zone. No coastal barriers or coral reef ecosystems are located on or adjacent to the Airport property.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service?</p> <p>No coastal barriers or coral reef ecosystems are located on or adjacent to the airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Ecological Resources	YES	NO
<p>Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle.</p> <p>According to the United States Fish and Wildlife Service's (USFWS) IPac System (Consultation Tracking Number: 5E1NY00-2015-SLI-0598) dated March 23, 2015, two federally listed species are known to occur in Warren County: Indiana bat (endangered) and the Northern long-eared Bat (proposed endangered). The Bald eagle has been delisted by the USFWS but is still protected under the Bald and Golden Eagle Protection Act.</p> <p>C&amp;S conducted a project screening utilizing NYSDEC Environmental Mapper Software to identify the potential of any significant habitats, endangered, threatened, or rare species, or species of special concern within or near the project area. Based on the mapping software there are no rare plants or animals within the project area.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Ecological Resources	YES	NO
<p>Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat? If yes, consultation between the FAA and the US Fish &amp; Wildlife Service, National Marine Fisheries Service, and/or the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated.</p> <p>The proposed project is taking place upon existing paved surfaces on airport property and would not effect federal and/or state-listed threatened, endangered or candidate species, or designated habitat.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize or mitigation impacts (such as timing windows determined in consultation with the USFWS).</p> <p>According to the USFWS IPaC System, there are no birds species protected by the Migratory Bird Treaty Act within the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize or mitigate impacts.</p> <p>According to the USFWS IPaC System, there are no critical habitats within the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to impact fish habitat protected under the Magnuson-Stevens Act? If yes, after notifying the FAA and the airport sponsor will take the necessary consultation action. Actions may include preparing an Essential Fish Habitat assessment and consultation with the National Marine Fisheries Service. Describe any adverse impacts, and any conservation measures needed to avoid such impacts.</p> <p>The project area is not located near a coastal area that is protected by the Magnuson-Stevens Fishery Conservation and Management Act.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Farmland	YES	NO
<p>Is there prime, unique, state or locally important farmland in/near the project area? Describe any significant impacts from the project.</p> <p>The project is taking place upon existing paved surfaces on airport property.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation and attach the completed Form AD-1006.</p> <p>The project does not include acquisition or conversion of farmland.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Floodplains	YES	NO
<p>Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.</p> <p>Based on a review of the Flood Insurance Rate Map, for the Town of Queensbury, New York, Warren County, the proposed project is not located within a 100-year floodplain (see attached floodplain map).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Wetlands and Other Waters of the U.S.	YES	NO
<p>Are there any wetlands or other waters of the U.S. in or near the project area? Based on a review of the NYSDEC Freshwater Wetlands Map, and the federal National Wetlands Inventory (NWI) Map, there are state and/or federal wetlands located within and adjacent to the airport property (see attached Wetland and Stream Map). However, the proposed project will not disturb wetland or state wetland buffer areas as all work is taking place upon existing paved surfaces.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>If a delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands.</p> <p>Based on previous site visits and a review of the NYSDEC Freshwater Wetlands Map and the federal National Wetlands Inventory (NWI) Map, there are state and/or federal wetlands located within and adjacent to the airport property. However the proposed project will not disturb wetland and/or state wetland buffer areas as all work will be completed upon existing paved surfaces.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>If yes, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>Wild and Scenic Rivers</b>	<b>YES</b>	<b>NO</b>
<p>Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction (including study or eligible segments) near the project?</p> <p>Based on a review of the National Park Service Wild and Scenic Rivers Program website there are no federally-designated wild and scenic rivers on or adjacent to the Airport. In addition, based on a review of the NYSDEC website there are no state-designated wild, scenic, or recreational rivers on or adjacent to the Airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**304d. Disruption of an Established Community**

	YES	NO
<p>Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community?</p> <p>The proposed project is taking place entirely on airport property and will not disrupt a community or planned development.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are residents or businesses being relocated as part of the project?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>Environmental Justice</b>	YES	NO
<p>Are there minority and/or low-income populations in/near the project area?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project cause any disproportionately high and adverse impacts to minority and/or low-income populations? Attach census data if warranted.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**304e. Surface Transportation**

	YES	NO
<p>Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**304f. Noise**

	YES	NO
<p>Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?</p> <p>This project will not result in operational changes at the Airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project cause a change in airfield configuration, runway use, or flight patterns - either during construction or after the project is implemented?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method? If yes, provide that documentation.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**304g. Air Quality**

<p>Is the project located in a Clean Air Act non-attainment or maintenance area?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If yes, is it listed as exempt, presumed to conform, or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels? (Provide the paragraph citation for the exemption or presumed to conform list below, if applicable.) Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation. If exempt or "presumed to conform", skip the next two questions.</p> <p>Not applicable – According to the USEPA Green Book (current as of January 30, 2015), the airport is located within an attainment area for all six criteria pollutants.</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendment of 1990?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the airport have 180,000 general aviation and air taxi operations or 1.3 million enplanements annually? If yes, an air quality analysis may be required if the project would result in a change in operations.</p> <p>The Airport Master Plan completed in June 2009 forecasted the number of annual operations at the Airport to be 60,600 by the year 2020. The proposed project would not result in a change in operations.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**304h. Water Quality**

Airport projects may cause water quality impacts due to their proximity to waterways. Airport related water quality impacts can occur from both point and non-point (stormwater runoff) sources.

	YES	NO
<p>Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers, and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.).</p> <p><b>Streams:</b> No streams are located within close proximity to the proposed project area. Therefore, there are no anticipated impacts to local streams as a result of the proposed project.</p> <p><b>Aquifers and Drinking Water Supplies:</b> According to the United States Environmental Protection Agency's (USEPA) map of Sole Source Aquifers within Region 2 (includes Warren County) the project is not located within a Sole Source Aquifer region. In addition, according to the USGS publication Unconsolidated Aquifers in Upstate New York - Hudson-Mohawk Sheet, the project is not located in a State-designated Primary Aquifer region.</p> <p><b>Wetlands:</b> Based on review of USFWS National Wetland Inventory (NWI) map and the NYSDEC Environmental Mapper there are no wetlands or wetland buffer areas located within the proposed project area. The proposed project is taking place upon existing paved surfaces.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project impact any of the identified water resources? Describe any steps that will be taken to protect water resources during and after construction.</p> <p>The project is taking place upon existing paved surfaces.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project increase the amount or rate of stormwater runoff? Describe any steps that will be taken to ensure it will not impact water quality.</p> <p>The project is taking place on existing paved surfaces and will not increase the amount of impervious areas at the airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are any permits required? If yes, list the appropriate permits.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**304i. Highly Controversial on Environmental Grounds**

	YES	NO
<p>Is the project highly controversial? The term “highly controversial” means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project’s risks of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action.</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**304j. Inconsistent with Federal, State, Tribal or Local Law**

	YES	NO
<p>Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project incompatible with surrounding land uses?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**304k. Lighting, Visual, Hazardous Materials, Construction Impacts, Etc.**

Airport related lighting facilities and activities could affect surrounding light-sensitive areas such as homes, parks, recreation areas, etc. Visual affects deal broadly with the extent to which airport development contrasts with the existing environment/setting.

<b>Light Emissions and Visual Effects</b>	YES	NO
<p>Will the proposed project produce light emission impacts?</p> <p>No light emissions are expected as a result of the proposed project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts?</p> <p>There are no residences adjacent to the project area that would be affected by the project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Federal, State, and local laws regulate hazardous materials use, storage, transport or disposal. Disrupting sites containing hazardous materials or contaminants may cause significant impacts to soil, surface water, groundwater, air quality, humans, wildlife, and the organisms using these resources. This category also includes solid waste and hazardous substances.

Hazardous Materials	YES	NO
Does the project involve or affect hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will construction take place in an area that contains or previously contained hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants? Not applicable – the project does not involve land acquisition.	<input type="checkbox"/>	<input type="checkbox"/>
Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Construction may cause various environmental effects including, but not limited to, increases in dust, aircraft and heavy equipment emissions, stormwater runoff, spill/leaking petroleum, and noise.

Construction	YES	NO
Will the project result in construction impacts, such as reducing local air quality, increase erosion, pollutant runoff, or noise, or disrupt local traffic patterns? If yes, describe measures to avoid and minimize construction impacts. The construction impacts from the proposed project could include temporary air quality and noise impacts.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<p>Will the project create short term impacts?</p> <p><b>Air Quality:</b> Air pollution resulting from construction equipment will temporarily impact air quality. The creation of equipment emission and fugitive dust can be minimized but is inevitable during construction projects. To minimize potential adverse impacts to air quality, proper and standard construction practices will be used.</p> <p><b>Noise:</b> A minor increase in noise resulting from construction will likely occur until the project is complete. Specifically, noise levels from operation of construction equipment will temporarily increase ambient noise levels in the vicinity of the proposed project. Following the completion of construction, noise will return to preconstruction levels. In order to minimize noise impacts to properties located adjacent to the airport and/or proposed project areas, it is recommended that construction activities take place during daylight hours. In general, construction impacts will be minimized below significant impact thresholds with the incorporation of the recommended mitigation measures outlined under FAA AC 150/5370-10G. With inclusion of these mitigation measures, there should be no significant construction impacts.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project result in long term/permanent impacts?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Energy Supply and Natural Resources	YES	NO
<p>Will the project change energy requirements or use consumable natural resources?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project change aircraft/vehicle traffic patterns that could alter fuel usage?</p> <p>Click here to enter text if necessary</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Public Involvement**

Through public participation, federal agencies disclose information about a proposed project and expected environmental effects. Many of the special purpose laws (National Historic Preservation Act, Clean Water Act, etc.) require public notice and the opportunity for public involvement.

	YES	NO
Was there any public notification or involvement? If yes, provide documentation. Click here to enter text if necessary	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Indirect/Secondary/Induced Impacts**

Indirect/Secondary/Induced Impacts are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. They may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

	YES	NO
Will the project result in indirect/secondary/induced impacts? The proposed project will not result in a significant change in airport operations. As a result, there will be no change in population growth or movement, demands for public services, or changes in business or economic activity as a result of this project. Based on this information, there are no secondary (induced) impacts as a result of the proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
When considered with other past, present, and reasonably foreseeable future projects, on or off airport property and regardless of funding source, would the proposed project result in a significant cumulative impact? Click here to enter text if necessary	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Permits**

List any permits required for the proposed project that have not been previously discussed. Provide details on the status of permits.

**Environmental Commitments**

List all measures and commitments made to avoid, minimize, mitigate, and compensate for impacts on the environment, which are needed for this project to qualify for a CATEX.

<b>Preparer Information</b>		
<b>Point of Contact:</b> Christen M. Craig		
<b>Address:</b> 499 Col. Eileen Collins Blvd		
<b>City:</b> Syracuse	<b>State:</b> New York	<b>ZIP code:</b> 13212
<b>Phone Number:</b> 315-455-2000	<b>Email Address:</b> ccraig@cscos.com	

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**Airport Sponsor Information and Certification** (may not be delegated to consultant)

Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the FAA decision.

<b>Point of Contact:</b> Mr. Ross Dubarry		
<b>Address:</b> 443 Queensbury Ave., Suite 201		
<b>City:</b> Queensbury	<b>State:</b> New York	<b>ZIP code:</b> 12804
<b>Phone Number:</b> (518)-792-5995	<b>Email Address:</b> Rdubarry@warrencountydpw.com	
<b>Additional Name(s):</b> Click here to enter text.		
<b>Additional Email Address(es):</b> Click here to enter text.		

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**FAA Decision**

Having reviewed the above information, certified by the responsible airport official, it is the FAA's decision that the proposed project (s) or development warrants environmental processing as indicated below.

- No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1E CATEX that applies)
  
- An Environmental Assessment (EA) is required.
  
- An Environmental Impact Statement (EIS) is required.
  
- The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.  
Click here to enter text if necessary

Name: \_\_\_\_\_  
Responsible FAA Official

Title: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Want to save the taxpayers over a million dollars?? It has been proposed, and approved. Never executed. NO NEED TO BUY THE CHARTRAND PARCEL

**Warren County Airport  
Client Meeting-RESS Study-90% Review**

**Date: 6/2/09**

**Attendees: Chris Brubach, Charlie McDermott, Don Degraw**

**Meeting Notes:**

- C&S presentation to the airport committee on RESS study & EA for R/W extension will be on or about June 30<sup>th</sup> +/- @ 9:30. Full board meeting is on or about July 15<sup>th</sup>.
- Don Degraw's preference is to use PAPI's to raise the glide angle over fixed obstructions on R/W 12-30. C&S to calculate GP & TCH based on obstructions to remain. FAA has verbally approved (C&S to verify) this approach with Don. No threshold displacements or relocations are planned.

**RESOLUTION NO. 101 OF 2011**

Resolution introduced by Supervisors Belden, Bentley, Merlino, Champagne, Monroe, McCoy, Conover, Wood and Taylor

**AUTHORIZING SUBMISSION OF GRANT APPLICATION TO FEDERAL AVIATION ADMINISTRATION/NEW YORK STATE DEPARTMENT OF TRANSPORTATION FOR THE CONSTRUCTION/INSTALLATION OF THE PRECISION APPROACH PATH INDICATORS (PAPI'S) FOR RUNWAY 12 AND 30 AT THE FLOYD BENNETT MEMORIAL AIRPORT**

RESOLVED, that the Airport Manager submit a grant application to the Federal Aviation Administration/New York State Department of Transportation for the construction/installation of the Precision Approach Path Indicators (PAPI's) for Runway 12 and/or Runway 30 to mitigate for tree penetrations on runway approaches, for an amount not to exceed Two Hundred Fifty Thousand Dollars (\$250,000), and the Chairman of the Board of Supervisors be, and hereby is, authorized to execute the same, and be it further

RESOLVED, that upon notification of the awarding of grant funds, the Chairman of the Board of Supervisors be, and hereby is, authorized to execute a grant agreement and/or any other documentation required to satisfy grant program requirements, in a form approved by the County Attorney, without the need for further resolution(s), and be it further

RESOLVED, that the County's local share in the amount of Six Thousand Two Hundred Fifty Dollars (\$6,250) shall be paid from Budget Code A.9950 910 Transfers - Capital Projects - Interfund Transfers.

Adopted by unanimous vote.

**Today (3/31/2015) the County is asking to buy the PAPI at R30 end for \$80,000 AND spend over a Million for un-needed land acquisitions.**